

THE GOAT

"A" "H Q" "B"

ROYAL CANADIAN DRAGOONS

MONTHLY CHRONICLE

Entered at the Post Office Dept. Ottawa, Ont., as second class matter.

Published at St. Johns, P.Q.

Yearly Subscription, \$1.50
Post Paid to all parts of the world



"A"

H.Q.

"B"

ALLIED WITH 1ST THE ROYAL DRAGOONS.

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AUGUST, 1934

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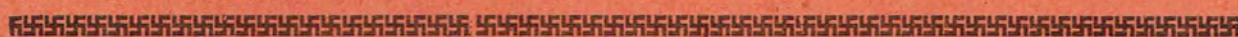
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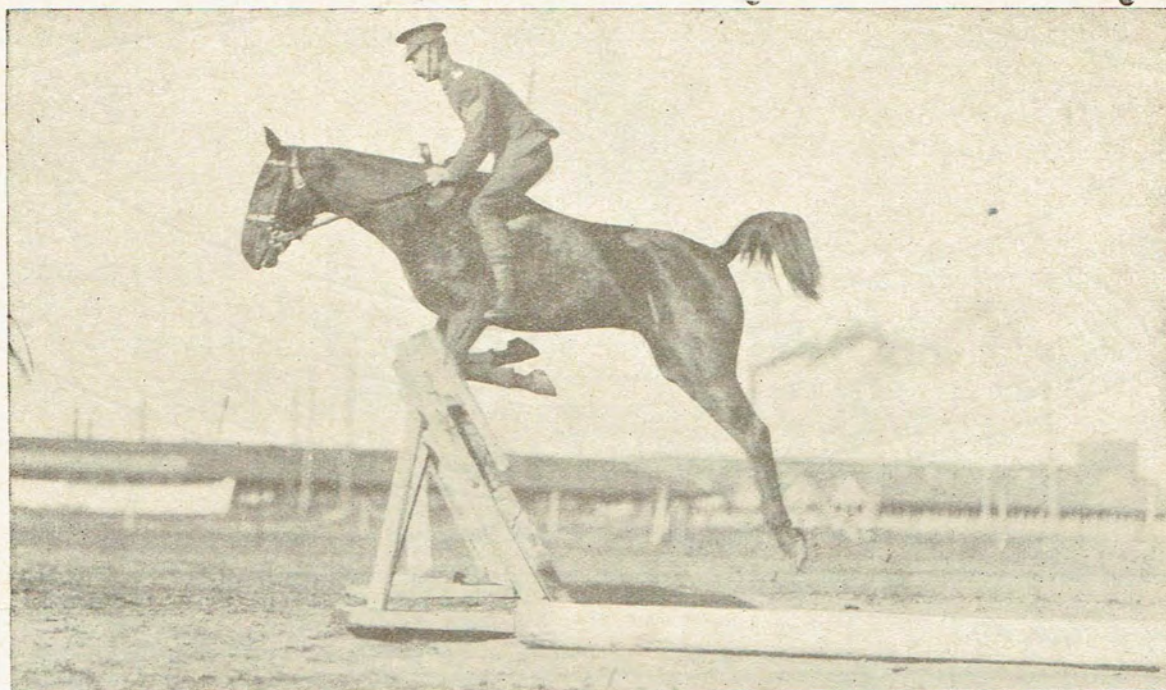
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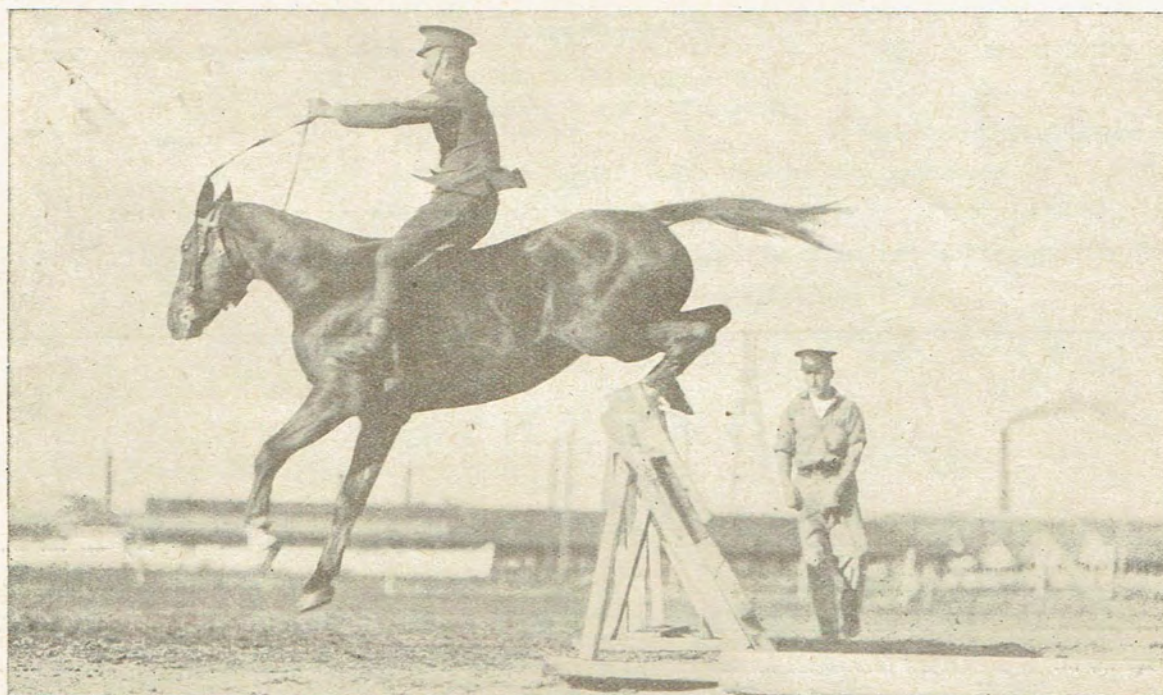
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Because of the Different Pace the Rider's Body Assumes a More Upright Angle

In this picture the horse is jumping at a slow gallop and, therefore, the rider's body is less inclined forward than for a slower jump as his mount takes off.



Illustrating What May Happen When a Rider Leans Too Far Back When Jumping.

In this picture the rider has been thrown into the air by the forward thrust of the horse, with the result that he has completely lost his seat and control of his hands.

(See article "Seat & Hands")

Personal & Regimental

On August 7th H.M.S. Dundee, and a few days later H.M.S. Dragon, arrived in Montreal Harbour.

Captain Fellowfield and Lieutenant-Commander Palmer of the Dundee visited the barracks on August 13th and lunched in the officer's mess. Lt-Commander Palmer is an accomplished horseman and enjoyed a morning's ride during his visit.

Lieut. Col. G. R. Pearkes, V.C., D.S.O., M.C., P.S.C. from N.O.H. Q. Ottawa visited the barracks for a couple of days during the month.

The Goat wishes to congratulate Mr. Larocque who passed "B" Wing at the Small Arms School "Distinguished."

The following from "A" Sqn. were also successful at the Small Arms School:

"A" Wing

Lieut. E. W. H. Berwick,
Q.M.S.T. Sheehy
Sgt. W. Jewkes,
Cpl. G. Quartly,

"B" Wing

S.S.M. F. W. Harding,
Sgt. E. Boucher,
Cpl. F. L. Russel.

Recent visitors to Cavalry Barracks during the month were:—
Ex-Sergeant "Dad" Nash who served overseas with "C" Sqn., and who dropped in to look the oldtimers up, Ex-Trooper J. Benton, formerly of "A" Squadron who is looking very fit and well, Ex-Trooper Wiechold, who dropped in one evening to see the boys.

In a recent letter received from the Scots Fusiliers of Canada they "wish the Royal Canadian Dragoons and the 'Goat' continued prosperity and luck."

Congratulations to L/Cpl. V. Jewkes, R.C.D. on attaining Squadron shot this summer at Point-aux-Trembles.

The Royal Canadian School of Cavalry (Camp School) commenced its 4 weeks course of instruction at Cavalry Barracks on Aug. 1st.

The following officers and N.C.O's are attending this course:

Lieut. A. W. Cote, 7th Hrs.
Lieut. A. C. Seale, 7th Hrs.
Capt. Laterriere, 11th Hrs.
Capt. M. Perreault, 11th Hrs.
Lieut. A. G. Phelan, 11th Hrs.
2nd Lt. G. G. Ruisseau, 11th Hrs.

2nd Lt. Dennison, 11th Hrs.
A/Sgt. W. G. Cameron, 7th Hrs.
Cpl. Hill, 7th Hrs.
A/Cpl. C. I. Richards, 7th Hrs.
A/Cpl. Riglar, 7th Hrs.
S.S.M. J. J. B. Olney, 11th Hrs.

Sgt. W. A. B. Royal, 11th Hrs.

Sgt. F. H. Royal, 11th Hrs.
Sgt. Raffan, 11th Hrs.
Sgt. D. M. Gallup, 11th Hrs.

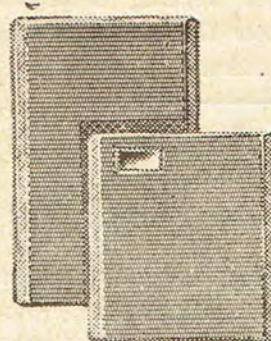
A REGIMENTAL HISTORY

A copy of the History of The Royal Dragoons, 1661 to 1934 has just been presented by the Colonel of the Royals, Brig-General E. Makins, C.B. D.S.O.

This is a gift of the officers past, and present of the Royal Dragoons to their allied Regiment. The volume is Royal quarto, and contains 550 pages. It is published for the Regiment by Robert MacChose and Co. Ltd. University Press, Glasgow Scotland. It is compiled by Mr. C. T. Atkinson, sometime Captain O.U.O.T.C. We have not yet been able to ascertain the price of the book.

It is a most handsome volume, and contains some beautiful engravings and photogravures in colour and in monochrome. The frontispiece is a coloured photograph of His Majesty the King on a chestnut charger, on the Horse Guards' Parade at Aldershot. His Majesty is Colonel-in-Chief of the Royals. The volume includes some excellent maps of the chief campaigns in which the Regiment took part.

GIFTS for MEN



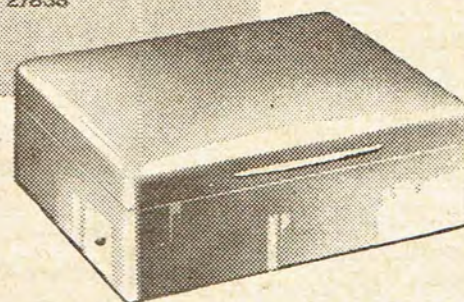
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THE ANNUAL GARDEN PARTY

On Sunday the twelfth of August, the annual Garden Party of the Royal Canadian Dragoons was held on the Mess Lawn. Perfect weather favoured the occasion and almost two hundred guests were received by Lieut. Colonel R. S. Timmis, D.S.O., Mrs. W. Baty, and Mrs. A. K. Hemming, Brigadier and Mrs. T. V. Anderson and Miss Mary Anderson came over from Toronto and honoured the party with their presence. There were several parties from Toronto and many more from Hamilton, St. Catharines and Niagara Falls.

Prominent among the many guests were Mrs. Schmon of St. Catharines, Mrs. Rhoades and Misses Rhoades, Chevalier and

Mrs. Victor Gianelli, Brig.-Gen. Nelles, Mrs. G. F. Berteau, Mrs. Stuart C. Bate, Mr. and Mrs. Dennis FitzGerald, Mrs. Brooke, Mrs. Gianelli and Miss Adele Gianelli of Toronto, Mrs. Neilson, Miss Peggy Yates and Miss Deborah Davis, of St. Catharines, Mr. and Mrs. Letchworth, Mrs. Sheets, Mr. and Mrs. F. L. Griffiths, of Niagara Falls, Major and Mrs. Steer, Mr. and Mrs. Crossing of New Jersey, Mrs. T. Carlyle McGill, Mrs. Charles Godfrey, Mr. and Mrs. Acres, Miss Sarah Lansing, Mr. and Mrs. O. Petman, Mrs. Edgar Jarvis, Mrs. George McVicar and Mr. and Mrs. Beatty.

Throughout the afternoon music was provided and refreshments were served from a large marquee. The party was a very successful



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one and the many guests departed for their respective destinations having thoroughly enjoyed themselves.

St. Johns Notes.

The following personnel have returned to Cavalry Barracks from Ottawa where they have been attending the Canadian Small Arms School. We wish them all the best of success.

2nd Lieut. E. W. H. Berwick.
Lieut. J. H. Larcque,
S.S.M. F. W. Harding,
S.Q.M.S. T. Sheehy,
Q.M.S.I. J. Hallet, (I.C.)
Q.M.S.I. E. J. Manning (I.C.)
Sgt. W. Jewkes,
Sgt. E. Boucher,
Sgt./Inst. G. C. Simpkin,
Cpl. C. J. Quartly,
Cpl. R. Russel.

A Mechanical Transport course has started at Cavalry Barracks this month. There is a large class and all are very interested and determined to master the technicalities of this course.

The first cricket game of the season was played at Cavalry Barracks when Greenfield Park defeated the local Cricket Eleven on Sunday August 5th. The local team was badly handicapped owing to a lot of the players being out of town thus giving Greenfield Park the advantage the local team going down to a defeat of 131 to 45 in favour of Greenfield Park.

RENEWAL OF SUBSCRIPTIONS

We would ask our readers whose subscriptions are running out and who have received notice thereof to please renew them as soon as possible so that not a single issue be missed.

The Royal Canadian School of Cavalry (Camp School) is progressing favourably. The Candi-

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dates are all working hard and we wish them the best of success in their studies.

CRICKET

Cavalry Barracks

Last Sunday afternoon August 5th the local cricket fans were given a real treat when twelve players, representing the Westward Cricket club of Montreal, came to St. Johns and played the local cricket team at Cavalry Barracks.

The game starting at 3 p.m. was very well played the locals being fortunate enough in retiring Ross for 28 when he misjudged a ball of Beattie's. Edwards, Wansborough, and Mustard all on the Westward team made up for this by building up a high score.

The next five Westward Wickets were secured easily by the locals. With ten wickets gone Bott and Thorpe carried the score to 262 before the innings was declared closed.

Considering the team that the locals were up against they played well and were supported well by the field in what was for them a long and trying innings. Beattie, a local player with 4 for 26 was the most effective local bowler. Standing secured 3 for 42 and Madden 2 for 36.

With the exception of Douglass who added 14 the more experienced of the locals met with some tough luck. Balfrey took the lead of the locals with twenty which included 3 fours.

The game provided good experience for the local players and in the next year we expect to see much progress.

The following is the line up of both teams:

Westward

Ross, c. Wilkins, b. Beattie	.... 28
Grew, c. C. Balfrey b. Standing	.... 29
Edwards, c and b Standing	.... 31
Wansborough, retired	.... 54
Mustard, c Ellis b Beattie	.. 27
Potter, c Cook b Beattie	.... 0
Cluttam, b. Beattie	.... 6
Douglass, c and b Standing	.. 12
Mustard P. b Madden	.... 5
Clark, c Rowe b Madden	.... 0
Bott, not out	.... 34
Thorp, not out	.... 12
Extras	24

262

St. Johns

Maj. Campell, b Douglass	.... 0
Douglass, b Wansborough	.... 14
Cook, b Bott	.... 0
Beattie, c Wansborough b Bott	0
Lawrence, b Clarke	.... 1
Lewington, b Ross	.... 2
Ellis, v Wansborough	.... 9
P. Balfrey, c and b Clarke	.. 20
Wilkins, c and b Clutsam	.... 2
A. Balfrey, c Bott b Clutsam	.. 9
J. Rowe, b Mustard 0
Madden, c and b Bott 1
Standing, c and b Bott 1
Gage, not out 1
Extras	8

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GENERAL TOPICS

Cavalry Barracks

During the past summer things have been very quiet at Cavalry Barracks. Of course there have been the usual evening arguments with "Charley the Chink" over laundry problems, these problems are a little too much for "Charley" and the boys being very generous always help out him with these little worries, usually out of the door at a smart canter.

The weekly combat between two of our most popular barrack dogs creates quite a diversion, one good scrap a week and they are content with hurling insults and doggy epithets at one another. These "Pals" only have one thing in common, and that is a mutual dislike for "Charley the Chink." We have quite an assortment of canine friends on our list. Outsiders wonder why we "put on the dog" can we help it?

The Corporals' Mess is in full swing, it is rumoured that "sailor" is having a little platform put up in the corner so that he can stand on it when operating the "Wind Box" They are very silent in there at times and although we have taken the cotton batten out of our ears and placed it at the keyhole we are not enlightened as to the cause of the sudden laughter that comes from there.

The Mechanical Transport Course has claimed the attention of our young braves, they have gone so far now that they talk a language of their own and bewildered we leave them to figure out just what it is that makes the wheels go round. We

feel the main thing is when they get started is to find out just what that certain thing is that makes the darn things stop!

The Orderly Officer unexpectedly entered the barrack room where he found two troopers, one of whom was reading a letter while the other was listening and at the same time stopping up the ears of the reader. "What are you doing?" inquired the puzzled officer.

"Well you see, sir" Bonin here can't read English and he had a letter from his girl this morning so I am reading it to him."

"And you Bonin, what in the world are you doing?"

"Oh Sir, I'm stopping up his ears, I do not mind his reading my letter but I don't want him to hear what she has written."

NEWS OF OTHERDAYS, TEN YEARS AGO

Items Taken From The Goat of August 1924.

Sgt. In. G. C. Hopkinson (I.C.) is in Montreal recruiting to make up the deficiency in the strength of the Squadron caused by the exodus.

Congratulations to Trooper W. Jewkes on his appointment to Lt./Cpl.

Congratulations to Major W. A. Blue on his promotion to Lieut. Col. commanding the "Princess Louise Dragoon Guards."

"A" Squadron is putting on a Musical Ride at the Sherbrooke Fair, August 23rd to 28th, and at a later date at Cornwall, Ont.

"Bang" went the rifles at the manoeuvres. "Oo-oo" screamed the pretty girl—a nice decorous surprised little scream. She stepped backward into the surprised arms of a young man. "Oh" she said blushing I was frightened by the rifles, I beg your pardon." "Not at all" said the young man, let's go over and watch the Artillery."



CHANGE is the prime essence of a vacation and a canoe trip in Canada is one method by which the stress of daily life can be exchanged for a tranquil, carefree existence. It may be for a limited time only but its effects are felt all the year round. Jostling crowds, rumble of traffic, hot pavements and vitiated air have no place in the life of the canoeist.

A large number of interesting routes are outlined in "Canoe Trips in Canada," a booklet recently issued by the National Parks of Canada, Department of the Interior, Ottawa. Following the routes described therein one can drift lazily along or relive the strenuous days of the voyageur. There are cruises which lead for a hundred miles through canal, stream and lake with alternating civilization and lightly wooded country. There are long, smooth flowing rivers and placid lakes on which one can travel for days, and by contrast rushing streams which ever and again break into foaming rapids and thundering falls. There are adventurous trips through wilderness country along routes once followed by Indian and fur-trader, now almost forgotten so seldom are they travelled. Strange geological formations, wild life, good fishing, the charming and the picturesque await the advent of one's canoe on the numerous and varied water trails of Canada.

CANADA AT BISLEY

Success of the Canadian Team at Bisley in competition with the Empire's finest rifleman is an outstanding event in the summer sporting program. Canada missed the King's prize but captured such famous trophies as the Kolapore and MacKinnon Cups. They have now won the Kolapore Cup fifteen times and the MacKinnon Cup eight times.

The Prince of Wales prize came to Canada and other trophies and medals almost—as the auction sale advertisements says: "too numerous to mention."

Private Martinsen was the individual star of the Canadians, but the team shooting was consistently effective and reflected the skill and consistency attained by the Dominion's best marksmen

in a sport which calls for the keenest of eyesight, the soundest of nerves, the most perfect co-ordination of brain and body.

A rifleman must be very good indeed to win at Bisley against the finest marksmen the whole Empire can produce, and the story of Canada down the years is a proud and enviable one. Rifle shooting is a splendid builder of men, both physically and mentally and deserves more encouragement from the public.

A Real Pal

Two men were out shooting, when suddenly a game warden popped up and demanded to see their licenses. One immediately took to his heels, and the warden rushed off in pursuit, which continued for ten minutes before the man was caught. The latter surprised his captor by fishing a hunting license out of his pocket and presenting it.

"Why the dickens did you run when you had a license?" queried the warden.

"Well, you see, officer," was the calm reply, "the other chap hadn't."

NEW SINGLE SEATER FIGHTER OF AMAZING SPEED

Stanley Baldwin, acting Prime Minister of Great Britain has announced that the R.A.F. will be increased by 41 Squadrons or about 500 planes. The plan will take four years to complete.

This is following out the policy that Britain must have an Air Force equal to any within striking distance of her shores.

Thirty one British airplanes of 28 different types went through their paces at the exhibition staged by the Society of British Aircraft Constructors at Hendon on July 2. The most spectacular of the demonstrations were those which engaged the new single seater fighters, designed and built primarily with the defence of London in mind and capable of attaining speeds in the dive of more than 400 miles an hour. These tiny airplanes derive power from engines considerably more powerful than engines fitted in similar craft only a year ago. They travelled on the level at speeds varying from 221 to well over 300 miles per hour.

Seat and Hands.

By Lieutenant-Colonel R. S. Timmis, D.S.O., R.C.D.

Reprinted from the Royal Canadian Mounted Police Quarterly with the kind permission of Major-General J. H. MacBrien, Commissioner.

Part III

The jump of the horse, analyzed, is composed of three factors:—speed, spring and bodily exertions during the flight. Each leap is made up of varying proportions of these three, and the position of the rider for each particular type of leap may have to vary in order to give the horse the maximum assistance. The rider must be ahead of the centre of gravity of the combined mass. The minimum inertia for the horse to overcome in his thrust is what we aim at. The horse's forehead is meant to carry weight, while his hindquarters are meant to propel. In the old sit-back seat the thrust that the horse has to overcome is greatly increased. This thrust is never zero, but is at its minimum at a fast pace. In the opposite extreme, the standing jump, the sit-back rider is often catapulted over the horse's head. With the proper forward seat (as distinct from the crouch, with the hands held on the neck or down on the shoulders and the reins left loose) the body is bent forward from the hips, the back is kept straight, the seat by pivoting the thighs on the knees the hands are extended forward as the horse's head stretches and light contact is maintained on the bridle. In this case the thrust is reduced to an absolute minimum. The amount the seat is raised out of the saddle and the body leaned forward depends on the height of the jump and the angle of rise of the horse's body, as well as the manner and speed at which the jump is taken. This forward position is maintained until the jump is cleared and the horse's hind legs are again on terra firma. Then the seat is brought smoothly back on to the saddle, except in a race when it is kept out all the time. With the raised seat the hindquarters

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are free to exert their maximum effort. But if the body is crouched too far forward which is so common with many civilian professional show-riders, the forehand is abused. The proper seat will not cause any abuse to hind-quarters nor forehand during any part of the leap. The leg must remain bent at the knee and in the same position below the knee, except that it is closed on to the horse's side as determined by the rider. Once the horse has commenced to raise his forehand preparatory to the thrust any incorrect position of the hands will cause as much, or more, abuse to the horse, but if the legs and body are correct, the chances of incorrect hand position are much diminished. Abuse from leg or hand may cause the horse to strike the obstacle, or worse it may cause a fall. And if the rider is not certain of his position the horse cannot have complete confidence in him. Nerves play an important part in errors made by the rider. A clever horse will not generally strike a jump if he is not thrown off his balance by an error on the part of the rider.

The best way to convince those who fail to understand the importance of these facts and who are prejudiced in favour of the sit back seat is to show them a horse jumping at liberty, then with a proper forward-seat rider up and finally with a sit-back rider up. The results are so obvious that any doubts about the merits of the forward seat will immediately be removed.

There are two schools of thought in schooling the horse to jump: that of the French school at Saumur, where the classic customs of the Haute Ecole are followed and the horse is severely collected and made to do a good deal of his work on his hocks. Impulsion is sacrificed to collection. And the horse while jumping is given a free hand. In the other school, that of the Italian, very little collection is demanded and the horse carries his weight more forward and head lower. Everything is aimed at obtaining freedom of forehand and impulsion. The horse is allowed to go more as at liberty and to seek his own balance, while carrying the major

part of the rider's weight on the forehand. While jumping light contact is maintained all the time. The horse is ridden to the exact inch of the obstacle the rider wishes to jump.

Although most of the different schools have adopted the Italian forward-seat more or less, there are considerable variations in detail. The Italian seat is the proper forward-seat with the body bent at the hips, with the spine straight. The French tend to round the back a little. So do the British. The Italians remain well forward until the horse's hind legs are on the ground. In the Saumur seat the seat is raised as the horse rises, but comes back into the saddle as the horse descends and the legs do not remain behind the vertical below the knee. The proper forward seat allows perfect freedom in the use of the horse's loins and hindquarters and allows the horse to clear any obstacle without pain or difficulty. The Swedes, Poles and Germans aim at greater collection than the Italians and do not give the horse as much head freedom as the latter do with light hands that follow through so nicely as the horse extends his neck. The Germans have a much more pronounced forward position, and demand more collection. Their horses are more flexed, but do not carry their heads unnaturally high. The British school at Weldon tend to keep their seat in the saddle as they lean forward and when rising to the jump give much freedom to the horse's head by losing contact. They ride with a longer rein.

Horses vary a lot and it is suggested that it is not wise to lay down too hard and fast rules. The key to every horse has to be discovered. Some go better one way and some another. It requires much greater skill and years of practice to jump with proper contact. Anyone can hang on to a horse and it is strange how so many of the civilian Irish horses jump with a strong hold on a snaffle bit. This hanging on is often mistaken by the uninitiated for contact. The continued use of wing is no doubt, responsible for so many riding over the jump with a loose rein. But now that all

the International Military courses have no wings, riding with loose reins does not do. The sit-back rider in the steeplechase uses his reins very often as a means of keeping in the saddle. With the proper forward seat in the steeplechase the rider can take a strong hold on his horse, all the time, similar to the hold taken by the flat race jockey, but he never "strap hangs" nor jerks his horse in the mouth. How some of the horses, we see abused in the photographs published in the daily press, keep on their legs is perfectly amazing. The loss in speed and power must be immense. On landing we see these riders gather up feet of rein and lose all contact or control of rein at the moment when the horse needs it. Very many accidents are caused by this form of riding, and many riders are pitched off if the horse swerves or falls for the simple reason that they are entirely out of balance and have been maintaining their position on the horse more by the reins than anything else. The numerous photographs we see published only go to show how extraordinarily difficult it really is to fall off a horse. Anyone who has seen the excellent performance of the Italian and other Continental horsemen, on all types of horses over every variety of obstacle at various paces, with very few falls and very few accidents, is convinced of the superiority of the proper forward seat. The advantage given the horse is the strong point intended to be advanced. Whilst with the lean back seat it is common to see accidents in every race, and far too many fatalities to horses and to riders.

Once the pupil has sufficient confidence jumping should be taught concurrently with riding. Reins must not be held until the rider can go over jumps with easy control over the position of his arms so as to avoid jerking the horse in the mouth.

The beginner should exaggerate the forward position as the horse jumps and can quickly learn the correct balance by resting his hands on the horse's neck. The position during the approach is important. One school endeavours to place the horse at each

jump, the other allows the horse to place himself. If the horse will get into his own stride without assistance so much the better. It is then better to encourage him to use his own initiative. It is not wise to cramp the horse's initiative. When a horse gets into difficulties, the wise horseman lets him get out of it if he can. He allows him the necessary freedom and asks for more impulsion. Novices so often bungle by trying to ride the horse over. The few accidents we see with hunting men who ride with the proper forward seat, and the freshness of their horse after a hard day, are proof of the wisdom of the forward seat. Avoidable accidents happen with alarming frequency nowadays. Yet the abuses and faults in equitation continue and no one ascribes these accidents to the riders. The horse is nearly always blamed, whilst really he is seldom to blame. This injustice will continue until everyone studies riding seriously and scientifically. This is necessary in the interest of humanity, sport and the horse industry.

A few remarks on the side saddle will not be out of place. Since its introduction by a queen centuries ago, the dictates of fashion have kept it in existence. We all admire a graceful side saddle rider, but how many really are, and our object is utility, not beauty. The decrees of dictatorial fashion have unfortunately played too prominent a part in the modes and manners of equitation, and have been responsible for far too much senseless and unjust forms of cruelty. Sane reasoning and considered experience must rule. Some argue that a woman's conformation is not suited for the astride saddle. There are many men who suffer the same handicap and the performances put up by countless ladies astride show that they are just as fitted as the male sex. The side saddle in cold blood for jumping in the show ring is out of the question. And therefore how can it be the best saddle to use in riding across country? It cannot be the most efficient. The side saddle rider is completely at the mercy of the girths, has only one leg to ride with (the whip cannot take its place) has

great difficulty in mounting unaided and, in a fall of the horse, is very liable to be hurt. The utilitarian virtues of efficiency and adaptability must overrule other considerations.

In conclusion, I submit that the modern forward seat has proved its safeness and efficiency overwhelmingly and that its general acceptance is only hindered through the attitude of those who are unwilling to change from old methods and long established customs. Finally, as a great many real sportsmen denounce the modern forward seat as being too artificial and suited only for the show ring, it should be made quite clear that this idea is wrong. If it were only for the show ring it could rightly be called too artificial, because the modern show ring is terribly artificial and depends too much on those who have wealth and those who use any means, fair or unfair, to win at all costs, the horse being often the last to receive any consideration. The owner's interest in horses being so often confined only to showing them or themselves before the public. The show ring should be a school for the real thing—riding across country, real sportsmanship. The proper forward seat is for all riding especially across country; the show ring is only a very small part of riding.

Bury the S.M. Too!

Scotty was an excellent soldier, but he did not regard his N.C.O.'s in the reverent and obedient spirit which keeps the red ink out of the pay book. So when the Q.M. S. died, and the idea was mooted of putting a suitable memorial over his grave, it was with every expectation of refusal that Scotty was approached for a contribution.

"Will you give five francs to bury the Quarter-bloke, Scotty?"

"Certainly; take ten."

This unwonted generosity staggered the collector, and, when he recovered from his astonishment, he remarked, "But the others only giving five."

"Aw, keep the ten," Scotty replied, "and bury the ruddy sergeant-major with him."

Thirty "Black Horses" Stationed in Province.

Dawes Brewery have again distributed throughout the Province of Quebec their thirty 'Black Horses'—pure bred Percheron stallions, which are now standing for their fourth year.

The first year's breeding service of the noteworthy string resulted in 514 foals; the second, in 543; it is expected that this year there will be more than 700 foals; and the fourth season will possibly exceed that number.

This famous string of 30 prize Percheron stallions, maintained in the interest of the farmer and for the advancement of breeding in the Province of Quebec, was established in 1931 with 11 stallions, the most famous of which were Leo Magnus II, 19 times a Grand Champion and Rookwood Granite, 1930 Grand Champion of the Chicago International Exhibition.

In each subsequent year other outstanding stallions were added

to 'The Black Horses' bringing the number to its present total of 30. Chief among these later additions were Captivators, acknowledged as the best Percheron in Canada, Grand Champion of every important Canadian show last year; Delbert, a horse of exceptional class, excelled only by Captivator in most of the exhibitions in which he has appeared recently; Cylaet and Monarch's Laet, two young horses of splendid record and unusual promise.

In order to enable farmers to derive full benefit from this extensive breeding service, the Agricultural College at Oka has co-operated with Dawes Brewery in the production of a booklet, containing full information as to the best methods of raising foals. This is obtainable, without charge, on application to Dawes Brewery, Montreal.

The 'Black Horses' will stand this season in the following localities:

Name of Stallion	Stationed at:	Address
Garant	Mr. Aime Brosseau	Laprairie, Laprairie.
Irida Boy's Buster	Mr. F. Lecuyer	St. Edouard de Napierville
Monarch's Laet	Mr. Paul Junneau	St. Martine, Co. Chateauguay.
Leo Magnus II	Mr. J. Deslauriers	Dorval Stn. Box 55 Co. Jacques Cartier
King	Mr. E. Campeau	Vaudreuil, Vaudreuil
Nelson	Mr. Ulric Paquette	St. Vincent de-Paul, Laval
Joliet II	Mr. Jos Beaudoin	St. Jacques d l'Achigan Co. Montcalm
Jupiter Jalap	Mr. A. Fontaine	St. Theodosie, Co. Vercheres
Darby's Wonder	Mr. P. Goyer	St. Eustache Deux Montagnes
Starlight Laget	Dom. Exper. Farm	Farnham, Co. Missisquoi
King Laet	Industrial Specialty Co	Magog Co. Stanstead
Dissident	Mr. H. Tetreault	St. Mathias Co. Rouville
Jupiter	Mr. Louis Marchand	St. Louis de Gonzague Co. Beauharnois
Brutus Jr	Mr. W. Guay	St. Jerome R R I Co. Terebonne
Captivator	Mr. A. Bienvenue	St. Thomas d'Aquin Co. St. Hyacinthe.
Knight	Mde. Jean Lachance	Ferme Neuve Co. Labelle
Bumper Jalap	Mr. Phil. Caillouette	St. Arsene Co. Temiscouata
Prince	Mr. G. F. Fournier	Montmagny, Co. Montmagny.
Normand II	Mr. W. Boily c/o Depot N.B. Ltd	Chicoutimi, Co. Chicoutimi
Marq. II	Mr. L. Doyle	Ulverton, Co. Rimouski
Don Pedro	Mr. W. O'Neil	Little River, Co. Quebec
Carlos	Mr. S. Fortin.	St. Valentin Co. St. Johns
Rookwood Granite	Exhibition Grounds	Sherbrooke, Co. Sherbrooke.
Kingston	Exhibition Grounds	Three Rivers, St. Maurice.

Personal & Regimental

TORONTO.

We were honoured by a visit from Admiral of the Fleet Sir Reginald Tyrwhitt and party who motored over to Niagara Camp, from Toronto on August 8th. With the Admiral were Lady Tyrwhitt, His Honour Mayor and Mrs. W. J. Stewart, Mr. Sam Harris, The Hon. G. Howard Ferguson, City Clerk Somers, Colonel W. Rhoades, D.S.O., M.C., and Colonel Hunter, D.S.O., The party remained but a few minutes before leaving, and as the Admiral's car passed through the R.C.D. lines on departure, three hearty cheers were given by the "boys" who had gathered to see our distinguished visitor.

We heartily congratulate Lieut. Gen. Sir A. E. W. Harman, K. C.B., D.S.O., who commanded the 3rd Cavalry Division during the war, on the occasion of his promotion, and upon being created a Knight. The Royal Canadian Dragoons served with his division for over a year. The Commanding Officer is in receipt of a letter from General Harman in which he sends his best wishes to the Regiment.

We extend a hearty welcome to Lieut. D. A. R. Bradshaw, who has been granted a commission in Royal Canadian Dragoons, and who has reported to Niagara Camp for duty.

The committee in charge of the Old Comrades Association Annual Picnic are to be congratulated on their organization and efforts to make this annual affair another overwhelming success. The mounted Sports Committee, under Capt. G. F. Berteau, also deserve the highest praise for the excel-

lence of the programme of Mounted Sports.

We are glad to be able to report that Lt. Col. R. S. Timmis, D.S.O., is with us once again, and all ranks are gratified to notice that he has made an almost complete recovery from the effects of the most unfortunate accident which occurred during the Eg'inton Horse Show this year, and which resulted in Col. Timmis breaking a leg.

We leave our summer home this month, returning to Toronto on August 18th. It has been a good camp, strenuous programmes of sports having been carried out in addition to the extensive training syllabii which have also been adhered to. The fullest use has been made of the surrounding country, and both man and horse have derived benefit as a result.

The D.O.C.'s inspection took place on August 10th, and a splendid turn out was the result. Although the inspection was called on short notice, the men went to work with a will, and their turnout was exceptionally smart. The Regimental Transport, was as usual a credit to the Regiment, and we can safely say, that the D.O.C. was more than satisfied with his inspection.

Lieuts A. P. Ardagh, H. A. Phillips, A. D. Mann, and J. D. B. Smith, have returned from the C.S.A.S. Ottawa to "B" Sqn. and we wish them every success in their examinations.

Other candidates who have returned from the Small Arms School to "B" Sqn., are Q.M.S.I. J. King, S.S.M.I. J. Cope and, D. C.M., S/Instrs. R Harris and H F. Costello, Sergts J. Langley, F. A. Green and F. L. Nickle, Cpl. E. Webb and L/Cp' W. T. Morgan.

To "A" Sqn. Q.M.S.I. J. Hallett, S.S.M.I. E. J. Manning, and Sgt Inst. Simpkin.

Sgt./Inst. "Did you shave this morning?"

Trooper: "Yes Sergeant, I had to shave by candle."

Sgt./Inst. "Well, next time try the effect of a razor."

SERGEANTS' MESS NOTES

S.M.A. Madden and Q.M.S. MacLean were in Toronto for the Canadian Corps re-union, they proceeded a few days earlier to assist in the Cavalry Bde. end of the show and from reports carried out their work in a very capable manner.

Those of the mess who attended the re-union consisted of R.S.M. Wardell, D.C.M., Tpt. Maj. Galloway, S/Sgt. Sturgess, Q.M.S. Oliver, Sgts. MacDonald, and Gilmore, Q.M.S. Jennings R.C.E. and Sgt. Martin, the remainder of members were at the C.S.A.S.

Among those ex-members your correspondent met were Charlie Smith, Charlie Meeker, Jas. Fletcher, Tommy Harbour Gordon Huff Freddy Powell (from Montreal) and Q.M.S. (Bumps) Taylor of St. Johns. Many more were present, a fuller account of the re-union will no doubt be published elsewhere in this issue.

Q.M.S. Doran has proceeded on Furlough for the purpose of meeting his brother who is with the Royal Navy, and will be at Quebec City sometime this month.

The lads from C.S.A.S. return this month and will be in time to take part in the annual exodus from exile.

Sergt. S. Lee has returned from the Southern States where he had a hard earned rest. He reports that he enjoyed the trip and derived some benefit from the visit.

Many ex-members were disappointed that our mess was not open for the re-union at Toronto, this of course was an impossibility owing to our being still in Camp. However, nobody seemed to suffer any inconvenience and we were all glad to see such a good turnout of old timers.

Activities around our mess are almost nil, the absence of so many members makes it a problem all around, evenings are long and visitors few so we have to amuse ourselves the best we can. However, it won't be long until we can again renew our associations in Toronto.

The Horrors of War

"Y'know, if it hadn't been for the war, I'd never have met my wife!"

"Strewth—ain't war horrible?"

Here and There.

We are neither Here nor There at the time of writing, for as we pen these words, we fondly hope that our Office Baggage is being gently handled by fatigue parties, or tenderly moved about by stalwart deck-hands, on the way back to Toronto.....it has been a splendid camp, and we are sorry to be going back to the "Good City".....however, these little things are sent to try us, and we smile somewhat sickly, and take it.....we didn't take in the Corps reunion mainly because we didn't know of any Fenian Raid Veterans who would remember us, but Joe, who made the trip in his official capacity, said it was a fine affair, particular attention being directed at the tent-pegging section sent over under the Command of "Kappy" (Tell them it wasn't voluntary).....and while talking about "pegging". Third Troop without the assistance of Phil, (of Leading in the Winnah Fame), won this event at the Mounted Sports this month....."Phil" claims that the whole thing was a frame up, and anyway, he thought tent-pegging had something to do with tents, and he hit quite a few in practise.....heeding the loud cries of support from the large crowd assembled, 2nd Troop after a debate lasting some days, decided to turn out for the sports, and won the day, without getting a first place either.....the highlights of a very enjoyable afternoon being the showing of the Douglass Stable, this entry accounting for 2 first places out of 2 events.....the winning of the Novice Jumping by Harry Gough, and the mad dash for third place in the peg-and bag race. when someone tried to win by taking George (A.B.C.D.) for a ride instead of a tent peg.....still speaking of Sports, Third Troop won the Football by defeating 1st Troop 4-1.....in this competition, there being no crowd present, and probably not a very great deal of supporters, 2nd troop stayed in bed....before we leave the sports field, we have a few awards we would like to give out in connection with the Mounted Sports....to Albert Henry Gough, we would donate a large silver medal, on the occasion of his winning his first

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first in a Squadron Competition. . . . then, while the feeling is still with us, we will present a pair of silk stockings to "Alice" Burgon who won 2nd place in this event, and before leaving the Novices, we fee' in our hip pocket, and find a magnificent Indian Head-dress . . . looking around for the lucky winner, we notice Charlie Smith coming to the fore, blushing under his make-up, and casting suspicious glances over his shoulder. . . . as the winner of the third place in the Novice Jumping, we place the head-dress on his head, and raising our right hand, we murmur "How" which we believe is the correct procedure . . . there would also be a consolation prize of a pair of sharp spurs, and a long whip for Hughie Walton, who but for the fact that the starter was not working, would in all probability have not only won first place, but would also have been back in lots of time for the peg-and-bag race. . . . we hear about the boys who set sail for Toronto in the Good Ship Walter Sibley, and who made the port of Oakville before the "ship" foundered with all hands. . . also about "Wotta" Payne who hitch-hiked his way to Toronto, with the right thumb leading. . . . this story ends rather abruptly with the remark that it cost them \$15.50 to return by taxi, and we wonder whether it was an A. B. C. . . . there is much comment elsewhere about the Camp Sports, so we will not repeat ourselves. . . we have again come out of retirement and may be seen giving daily exhibitions at the Exhibition, also sometimes in the early mornings. . . it almost broke our heart to get up at 6 a.m. again after all these years, and when we reported to stables on the first night, and were immediately warned for 8 o'clock stables, our chagrin knew no bounds. . . however, it is most gratifying to us to realize that we are not lost in Stables, nor did we get kicked much (by the horses), despite our advancing years. . . the new LAW has made a visit to the Docks a pleasant one, the Lakeview Hotel reminds of the Old Wiltshire Lamb somewhere in Hampshire. . . and where we used to get three ha-pence worth of bit tets, and a ha-porth for ourselves. . . the Candidates from the

Small Arms School have returned from that Seat of Learning, they were all a bit nervous at seeing horses again. . . it appears that the only excitement up there consisted of organized "Daisy Picking Parties" led by the two Johns. . . all claimed they were very glad to be back and we saw some nice face fungus on some of the lads which speaks well for the Ottawa air, or whatever it is up there. . . . We congratulate those candidates who passed their courses, and hopes for better luck for those who did not. . . the Bar racks looks very clean and white, mostly whitewash, and already a Paint Campaign is under weigh. . . . hearty slaps on the back are in order for Third Troop, who although trailing behind in the Cleanliness Department, cleaned up well at the Dismounted Sports. . . this goes to prove the truth of the old saying "Washing Behind the Ears does not make one the Fleeter of Foot". . . and an extra slap for our old Pal "Norm" who came up so often for medals, that we thought he was the guy we had bought them from and now, having heard a whisper about "polishing saddle-ry" we go to present our old Stablemate Felix Waddy, with a new tin of shoe-po'ish, and a sincere prayer. . . we have been alternating between stables and our Office, and it is small wonder that we found ourselves dictating a letter to our horse on the ride the other day. . . . We started this column in Niagara, and finished it at Toronto. . . . Albert is becoming even more famous as a Lost Rider, but always finds himself in time for meals. . . the Intelligent Cook Staff are doing quite well (thank you), and Joe Willis always circles the bar-racks before making for the pub, to keep him in trim for next Camp. . . it has been a good summer, and are we glad to get back to this stinkin' city? . . . Well. . . nuff said.

J.B.H.

Camp School Candidate: "Has the Sergeant Tailor only got one leg?"

Instructor: "No, what makes you think that?"

C.S.C.: "Well, I was up in the tailor shop this morning and I could swear that he only had one leg."

The Tide of Battle Turned.

In summer, when the sun was at its hottest, and heat beat down without mercy and the rain fell sparingly or not at all, the Men of Horses were wont to leave their Citadel, and to dwell for some months in the country, living the while in circular habitments known as "Tents." Their horses also, they took with them, tying them in the open, in rows and out of reach of flying hooves and tearing jaws of each other, for some of them were of the fiercest. Their coming was hailed with much joy by the local inhabitants who were sore troubled by an Warlike Tribe from the North, and by Saint Davidians and sun dry Virgillites who of an habit, did plunder and lay waste their fair lands. The men of Horse were nothing loath to do battle with this Warlike Tribe, the Saint Davidians, and Virgillites, for it offered to them countless opportunities of displaying their skill at arms, their horsemanship, and their bravery to such measure, that each vied with the other to outdo the deeds of their comrades, that it may be said of him at an later time "Braver than the Lion has he so proved himself."

Among the men of Horse, who were now dwellers in tents, were the two Senior Men of the Leading Troop, who greatly feared such combat, and were the most anxious to fight "rearguard" rather than "advanceguard" but who none the less were called upon at sundry times to sally forth, heavily armed and discover the enemy, sending back to their troops such news as might render it the more simple for them to win the battle with several telling blows. Such was the early success of the Men of Horse, that the Warlike Tribe, the Saint

Davidians, and the Virgillites, belied themselves to an far country, where such skill at arms, and at the strategy, was unknown, and where they could plunder and rob at will. A time came, when all the leaders were sent to a distant city, there to acquire further knowledge and skill, and leaving their Troops some in the hands of Senior Men and other in the hands of mere Younglings, giving them, before their departure, such words of wisdom as they knew would render them impregnable to defeat. It was not long before word of this was passed, by many secret methods, to the Warlike Tribe, the Saint Davidians and Virgillites who returned a hundred fold, determined to reap a large profit before the leaders returned. How some ever the Troop Captain, himself a warrior of such bravery that even at his name, the enemy trembled, called his leaders together and spake "Is it to be said of us, that "They are as Sheep, for without a leader they cannot Move." "To Horse, and we will yet again rout the enemy, buckle on thy armour, and we will make this victory the more telling." The young leaders were greatly jubilant at this order, for they relished nothing so much as a sortie when they were in Command, and were nothing loath to again venture into battle with their ancient enemy. Shortly, then, the troops left camp, and gathered together on the outskirts, where there was much poring over plans of the country, and discussion of their strategy. The Troop Captain, calling unto him the Leader of the Leading troop said "Take your men to yonder forest, and there conceal yourself well, the while we cause the enemy to retire along that road, through the forest. When you deem it the most timely, show yourself, and upon them, giving nor asking for

Officers and men

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quarter, and mayhap we will once and for all rid this fair country of such Warlike Tribes Saint Davidians, and Virgillites as make their life a very misery.' Upon hearing these words the Leader of the Leading Troop was sore afraid, for he well knew that at a passage at arms, he would sore afraid, for he well knew that upon his Lieutenant, who however, had gone to an Hospital. Therefore he called his troop together and led them away. True to the plans and strategy of the Troop Captain, the enemy were forced to retreat through the wood hotly pursued by the fleetest of the men of Horse. Finding no troops to stop them on their mad flight, their leader gave the order to "About and at them" to such effect that it appeared as if the Brave Men of Horse were in danger of being exterminated. However, in time, and with much shouting the remainder of the Men of Horse appeared on the scene, and fought to such bravery, that the enemy were forced to flee. Whereupon the troop Captain was much wrath against the Leader of the Leading Troop who had so vilely turned traitor, and many were the threats uttered against him as the men, flushed with victory rode homeward. Their amazement was greater, when upon reaching camp, they found the leading troop in the Tents their horses in the lines, for as the Troop Leader had said, "Methinks tis too hot for battle, why therefore should we make ourselves the more tired," and he had given the order to Unhorse, much to the discomfiture of his men.

Sporting Comments.

With our bald spot gleaming in the sun despite a brave effort on the part of our few scant hairs to hide the same, we were once again among the spectators at the Camp Sports held on Wednesday August 15th, 1934. Some kind Fate had detailed us as the Official Scorer, and we were able to feel quite important, and even did a little bit of announcing during the afternoon, when our Official Announcer kept a date with the megaphone. Our arch-enemies, the R.C.R., were away to a flying start, when

the bulky L/Cpl. G. Roberts heaved the shot 40 feet 6 inches, while Mr. Smith was a close second with 40 feet 4 inches and L/Cpl. 'Hans' Frape threw the pill 36 feet 3 inches for third place. Very soon afterwards, Private "Chick" Forrest, showing some nice early leg, won the half mile followed Tprs. E. W. Douglass, and W. A. Knights in that order, and it began to look as if the Gravel-crushers would walk away with the meet, as this gave them as many points as they had ever been able to manage in any other entire afternoon. However, to prove that we still had some aces up our sleeve, L/Cpl. "Norm" Stafford did a nice bit of hop-step and jumping to win first place in this event, with a total travel distance of 35 feet 9 inches and Pte. Grindlay and C. P. Wilson coming in 2nd and 3rd respectively. The burly Roberts, then threw the hammer some 94 feet 9½ in. in a most nonchalant manner, to win this event, while Mr. Smith doing a nice bit of unwinding threw it 90 ft. 5½ in. for second place, while L/Cpl. "Norm" Stafford came in third with a nice heave of 82 ft. 6½ in. Mr. Phillips then showed some of the speed with which he returned from Ottawa, and won the 440 yards race with Pte. Johns second, and Trooper "Chopper" Knights coming in third. This concluded the morning programme, and left us one point behind on the day.

Immediately after dinner, Trooper E. W. Douglass, evidently remembering that he had a date, ran the mile so fast, that the bewildered scorer almost missed him, followed by Private "Chick" Forrest and Trooper Little Joe, Hobbs in that order. Mr. Phillips then gave us another exhibition of speed to win the 100 yards dash, followed by Private Johns, and Simpson, in that order. L/Cpl. "Red" Stafford then threw a cricket ball out of sight to win this event, while Pte. Grindlay took second place, and Mr. Bradshaw coming in third. The distances in this event were Stafford 293 ft 11 in. Grindlay, 273 ft. 6 in. and Mr. Bradshaw 266 ft. 11. We had a brief rest then, while Tpr. "Sharlie" Smith looking very much like it picanninny (nice spelling) in a mattress cover, won the sack race,

or "mattress derby" followed by L/Cpl. "Al" Price and Private "Boots" Hubbard. Private Johns, then sprang the surprise of the afternoon, when he just nosed Mr. Phillips out in the 220 yards race with "Chopper" Knights putting on a spurt to come in third (again) and then the Wilson Brothers took a big hand in the Running Broad Jump, C.P., winning with a leap of 17 feet 10, while Brother Wally stretched his legs once and cleared 17 ft. 8., with Mr. Smith one inch behind. Time was again called and during the lull, two dark horses in the persons of Messrs. Ferguson and Butler lashed themselves together and won the three legged race in a canter, taking the rail position from the start, and never being in danger. The tandem of Messrs Hubbard and Grindlay, finished second by three lengths, while Messrs. Figg and Price, a skeleton entry were third by a length and a half.

With serious competition once again resumed, the Drags won the Relay in handy fashion, when Messrs. Mills and Cowan ran a couple of nice early legs" aided somewhat by Sergt. "Dingle" Bell who stopped for repairs at the start, and then the Wilson Brothers held the spotlight in the high jump, Wally winning and Sergt. "George" Fawcett coming in second to the surprise of everybody and most of all, himself, L/Cpl. "Norm" Stafford was right in there with a third place, looking a sight less worried than he did the week previous.

The tug-of-war then started with the R.C.R. winning the first pull, and pulling so hard in so doing that they had nothing left for the final heave. Our Old Friend John D. did a nice bit of coaching during the third pull and had a lot to do with our boys winning. The Drags then finished in a blaze of glory in the three mile race, making a clean sweep of the first three places Tpr. 'Joe' Hobbs coming in first followed by Troopers E. W. Douglass and J. M. Wolfe. The scorers then went in to a huddle, and after much cudgelling of brains announced that the score was tied 54 to 54. A suggestion that the meet be decided by another cricket ball throw met with little response from the R.C.R.,

so the afternoon ended with the units dividing the points.

The results are published elsewhere in this issue, also the Troop Scores as there had been no time for Squadron Dismounted Sports, and the first three Drags in each event scored for their troops.

Old Comrades' Association Picnic.

In perfect weather, at Niagara Camp, Niagara-on-the-Lake, the Annual Picnic of the Old Comrades Association was held on Saturday July 28th. As early at 10 a.m. parties began to arrive by car, and with several boat loads coming from Toronto and district there was fully 300 present when the activities got under way. A programme of Sports for the children was run off at 1.30 p.m. followed by the Mounted Sports of "B" Squadron. Both these programmes were very well carried out, and praise is due to the various committees who handled the arrangements.

The ground just outside Paradise Grove offered an excellent setting for the afternoon, and the crowd, to judge from the applause, thoroughly enjoyed the afternoon. Refreshments were served from marquees under the trees, where one could get a cool drink (or two), and where many Old Comrades renewed acquaintances, and yarned about days that are gone.

The following are the results of the Children Sports.

Girls 5 to 8

- 1st—Eleanor Fabb.
- 2nd—Evelyn Crowe,
- 3rd—Bernice Cooper.

Girls 12 to 15

- 1st—Marion Thompson,
- 2nd—Gene Speir.
- 3rd—Pearl Angus.

Boys 9 to 12

- 1st—James Duncan.
- 2nd—Douglas McNeillage.
- 3rd—Robert Brown.

Womans Lucky Draw

- Mrs. H. Simpson,
- Mrs. J. Travers,
- Mrs. J. H. Dowdell.
- Mrs. P. Morgan.



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Girls 9 to 12

- 1st—Betty Patterson,
2nd—Betty Thompson,
3rd—Frances Stevens.

Boys 5 to 8

- 1st—Dougald Thompson,
2nd—Roy Duncan,
3rd—Norman Foot.

Boys 12 to 15

- 1st—David Patterson,
2nd—Bobby Dowdell,
3rd—David Martin.

SQUADRON MOUNTED SPORTS

1st Event—Novice Jumping Performance, open to any horse or rider who have never won a prize in a Squadron or other competition.

- 1st—Tpr. A. H. Gough, on "B" 52, 3½ faults.
2nd—Tpr. G. S. Burgon, on 9 5 faults.
3rd—Tpr. C. W. Smith on 21, 9 faults.
4th—Tpr. J. E. Shacklady, on 34, 10 faults.

2nd Event—Section Tent Pegging
Entries limited to one section per Troop. Each section to have one run in line, and one run in Indian File.

1st—3rd Troop (L/Cpl. F. N. Stafford, L/Cpl. F. R. Parker, Tpr. P. J. Lennon, and Tpr. J. J. Feruson.)

Score—First run, 10½ points; 2nd run 8½ points, total 19 points.

2nd—Second Troop (Tprp. G. L. Norman, Tpr. J. H. Davidson, Tpr. W. A. Knights, and Tpr. C. W. Smith.)

Score—First run 13 points; 2nd run 5½ points—total 18½ points.

3rd—First Troop—(L/Cpl. H. Hewitt, L/Cpl. H. W. Searle, Tpr. V. Ward and Tpr. E. W. Douglass.)

Score—First run 7 points; 2nd run 10 points, total 17 points.

3rd Event—Open Jumping Performance.

- 1st Tpr. E. W. Douglass on B 112 (Paddy)
2nd—Tpr. W. A. Knights on B 44 (Brandy)
3rd—L/Cpl. F. R. Parker, B 73 (Black Velvet.)
4th—Tpr. J. Ferrier, on B 96 (Bellona.)

4th Event, Peg and Bag Race—

This race consisted of a run over a course, from one end where a bag was on the ground, to the other end where five pegs were laid out for each entrant. The rider had to ride down the course, dismount, pick up one peg and return to the bag, where he again dismounted, and placed the peg in the bag, continuing until all five pegs were in the bag.

1st—Tpr. E. W. Douglass on B 18.

2nd—Tpr. C. E. Smith, on B 75
3rd—Tpr. V. Ward, on B

Summary of Troop Scores

Event No.	1	2	3	4	Total
1st Troop	0	1	5	6	12
2nd Troop	4	3	3	3	13
3rd Troop	5	5	1	0	11

After the programme of Mounted Sports had been completed the Prizes were presented by Lt.-Col. A. K. Hemming, the R.C.R.

INDIVIDUAL POINT WINNERS

	Pts.
Lieut. H. A. Phillips, R.C.D.	14
L/Cpl. F. N. Stafford, R.C.D.	12
Tpr. E. W. Douglass, R.C.D.	12
Tpr. T. L. Hobbs, R.C.D.	11
Pte. Forrest, R.C.R.	11
Pte. Johns, R.C.R.	11
L/Cpl. G. Roberts, R.C.R.	10
Pte. W. H. Wilson, R.C.R.	8
Lieut. J. D. B. Smith, R.C.D.	7
Pte. C. P. Wilson, R.C.R.	6
Pte. Grindley, R.C.R.	6

RESULT OF CAMP SPORTS, 1934

Putting the shot

- 1st—L/Cpl. G. Roberts, R.C.R.
2nd—Lt. Smith R.C.D.
3rd—L/Cpl. Frape, R.C.R.
4th—L/Cpl. Stafford, R.C.D.
5th—L/Cpl. W. Morgan, R.C.D.

½ Mile Race

- 1st—Pte. Forrest, R.C.R.
2nd—Tpr. E. Douglass, R.C.D.
3rd—Tpr. W. Knights, R.C.D.
4th—Tpr. T. L. Hobbs, R.C.D.

Hop-Step-Jump

- 1st—L/Cpl. Stafford, R.C.D.
2nd—Pte. Grindlay, R.C.R.
3rd—Pte. C. P. Wilson, R.C.R.
4th—Tpr. L. Payne, R.C.D.
5th—L/Cpl. Searle, R.C.D.

Hammer Throw

- 1st—L/Cpl. G. Roberts, R.C.R.
2nd—Lieut. Smith, R.C.D.
3rd—L/Cpl. Stafford, R.C.D.
4th—Lieut. Bradshaw, R.C.D.

440 Yards Race

- 1st—Lt. H. A. Phillips, R.C.D.
2nd—Private Johns, R.C.R.
4th—Tpr. W. A. Knights R.C.D.
5th—Tpr. C. A. Mills, R.C.D.

1 Mile Race

- 1st—Tpr. E. Douglass, R.C.D.
2nd—Pte. Forest, R.C.R.
3rd—Tpr. T. L. Hobbs, R.C.D.
4th—Tpr. J. M. Wolfe, R.C.D.

100 Yards Dash

- 1st—Lt. H. A. Phillips, R.C.D.
2nd—Pte. Johns, R.C.R.
3rd—Pte. Simpson, R.C.R.
4th—Tpr. Knights, R.C.D.
5th—Tpr. Cowman, R.C.D.

Cricket Ball Throw

- 1st—L/Cpl. Stafford, R.C.D.
2nd—Pte. Grindlay, R.C.R.
3rd—Lieut. Bradshaw, R.C.D.
4th—Lieut. Smith, R.C.D.
5th—Tpr. Payne, R.C.D.

220 Yards Dash

- 1st—Pte. Johns, R.C.R.
2nd—Lieut. Phillips, R.C.D.
3rd—Tpr. Knights, R.C.D.
4th—Tpr. J. Cowman, R.C.D.

Running Broad Jump

- 1st—Pte. C. P. Wilson, R.C.R.
2nd—Pte. W. H. Wilson, R.C.R.
3rd—Lieut. J. D. Smith, R.C.D.
4th—L/Cpl. Stafford, R.C.D.
4th—L/Cpl. G. Figg, R.C.D.

High Jump

- 1st—Pte. W. H. Wilson, R.C.R.
2nd—Sgt. G. Fawcett, R.C.R.
3rd—L/Cpl. Stafford, R.C.D.
4th—Lieut. Bradshaw, R.C.D.
5th—Tpr. G. Wright, R.C.D.

3 Miles Race

- 1st—Tpr. T. L. Hobbs, R.C.D.
2nd—Tpr. Douglass, R.C.D.
3rd—Tpr. J. M. Wolfe, R.C.D.

1 Mile Relay

Won by R.C.D. (Lt. H. A. Phillips, Tpr. J. Cowman, C. A. Mills and W. A. Knight.)

Tug-of-War

Won by R.C.D., R.C.R., First Pull R.C.D., 2nd and 3rd Pulls.

Sack Race

- 1st—Tpr. C. W. Smith, R.C.D.
2nd—L/Cpl. Price, R.C.D.
3rd—Pte. W. Hubbard.

Three-Legged Race

- 1st—Tpr. J. J. Ferguson and E. Butler.
2nd—Ptes. Hubbard and Grindlay.
3rd—L/Cpls. H. W. Price and Figg.

NOTE—In the above events, the 4th, 5th and 6th places represent Squadron Order of finishing only.

A Quick Change

A man somewhat under the influence of good fellowship attempted to pass through the revolving door of a restaurant. Each time he entered he made the complete round and found himself in the street again. After several unsuccessful attempts he sat down on the pavement to work things out.

A moment later a young man walked rapidly up the street and went in. The door went round and a young woman came out. The inebriate was puzzled.

"What gets me," he remarked, "is what the devil he did with his clothes."

"Shake yer Bayonet, Jack"

The Blighty-case settled back on his pillow to answer the numerous questions of his lady visitor, then winked at his mate in the next bed.

"Did I ever kill any Germans, lady? Say, Bill! D'yer remember that day when you and me was chargin' the 'Uns and yer said, 'shake yer bayonet Jack,' and seven dead Germans fell off it? Did I ever kill a German! Strike me—"

But the visitor had fled.

Not 'Arf

Old Soldier (telling the tale): "So we started out for Wipers—" Old Lady: "Ypres." Old Soldier: Well, I was sayin', we started out from Wiper—" Old Lady: "Ypres." Old Soldier: "I say, you ain't 'alf got hiccups."

DRINK

Dow

OLD STOCK
ALE

STANDARD OF STRENGTH AND QUALITY

UNIT SCORES—CAMP SPORTS, 1934

	Shot Puet.	1/2 Mile Race	Hop-Step-Jump	Hammer Throw	440 Yards	1 Mile	100 Yards	Cricket Ball Thr.	220 Yards	Running Broad Jp.	High Jump	3 Miles Race	Total Points
R.C.R.	6	5	4	5	3	3	4	3	5	8	8	0	—54
R.C.D.	3	4	5	4	6	6	5	6	4	1	1	9	—54
1st Troop ...	1	5	1	1	1	5	0	3	1	0	3	3	—24
2nd Troop ..	0	4	0	0	8	4	8	0	8	0	1	6	—39
3rd Troop	8	0	8	8	0	0	1	6	0	9	5	0	—45

RESULTS OF CROSS COUNTRY RACE 1934

	Pts R.C.D.	Pts R.C.R.	Time..
1st Tpr. T. L. Hobbs, R.C.D.....	1		23.3
2nd Pte. Forest, R.C.R.		2	23.55
3rd Tpr. E. W. Douglass, R.C.D.....	3		24.40
4th Tpr. J. M. Wolfe, R.C.D.	4		
5th Pte. Harding R.C.R.		5	
6th Pte. Chisholm, R.C.R.		6	
7th L/Cpl. H. W. Price, R.C.D.....	7		
8th L/Cpl. Grafton, R.C.R.		8	
9th Cpl. W. Freeman, R.C.R.		9	
10th Sgt. Barrett, R.C.R.		10	
11th Tpr. C. W. Smith, R.C.D.	11		
12th Sgt. Fawcett, R.C.R.		12	
13th Tpr. W. H. Stagg, R.C.D.	13		
14th Pte. Brewer, R.C.R.		14	
15th Cpl. Pengelley, R.C.R.		15	
16th Tpr. P. Brett, R.C.D.	16		
17th L/Cpl W. T. Morgan R.C.D.....	17		
18th Tpr. C. A. Mills, R.C.D.	18		
19th Tpr. J. Cowan, R.C.D.	19		

Letters to the Editor.

Toronto July 21st, 1934.

Editor The Goat.
St. Johns, Que.

Dear Sir:

Am inclosing a clipping from the Mail and Empire which contains an article which I thought would be of some interest to some of the survivors of the show in South Africa in which Colonel Metcalf took part. The incident mentioned is the most outstanding example of pure grit that I have known in all my experience. The then Sergeant Metcalf served with the 1st C. M. R. or as we were afterwards changed to the R.C.D. and was a real soldier and very popular, and as stated in the inclosed article was badly wounded in the hip at Lillyfontein, taken prisoner and escaped by crawling away, we found him in a native hut the next day being cared for by the natives. He

told me he crawled about three miles until overcome by pain and exhaustion. He found relief by the simple expedient of sticking his bayonet in a bloated horse, which he said made quite a comfortable resting place and at day break seeing the native huts crawled there where we found him.

Would appreciate it if you would put the inclosed article in the Goat for feel sure it would be of interest to any of the old timers.

Yours truly,
N. MEDHURST.

P.S. This was the same show in which Sir Richard Turner, the late Lieut. Corkburn, and Sergeant Eddie Holland earned their V.C's also two D.C.M's were were granted but am sorry to say have forgotten their names. We only had about 150 go into this scrap so think this was quite a record.

NOTED VETERINARY F. F. METCALFE, DIES

Played With Champion Football Team—Escaped as War Prisoner

Kingston, July 20.—Frederick Folger Metcalfe, prominent veterinary surgeon and a son of the late James H. Metcalfe, former member of the parliament, died just 24 hours after celebrating his 61st birthday.

As a student of Queen's University. "Colt" Metcalfe became a prominent figure on the football fields, and played inside wing with the old Kingston Granite Canadian champion team of 1899, which include Gen. A. E. Ross, M.P., Dr. Frederick Etherington and other well known men.

From the football field he left with Dr. Ross for the Boer War, during which he was wounded and taken prisoner. He escaped, and

20th Tpr. L. S. Raven, R.C.D.	20
21st Tpr. E. W. Avery, R.C.D.	21
22nd Tpr. A. Cornish, R.C.D.	22
24th Cpl. Maxted, R.C.R.	24
25th L/Cpl. Frape, R.C.R.	25
26th Pte. Thompson, R.C.R.	26

Teams totals, based on first twelve men in Unit to finish.
R.C.D. 150—R.C.R. 156

though wounded, was able to drag himself back seven miles to his own battlefield. To his death he carried a "silver" Mauser slug in his wrist.

Mr. Metcalfe was among those selected to represent the Canadian Mounted Rifles at the coronation of King Edward VII. On his return to Canada he devoted much of his time to breeding of trotting and pacing horses. The famous Toll Gate was purchased and driven by him to a mark of 2.07 on a Kingston track. He also had a reputation as a hockey player.

Surviving are his widow and five children, Gerald, John, Donald, Rene and Phillip.

History of the Royal Canadian Dragoons.

Compiled by the late Maj. T. A. James, R.C.D. and verified and edited by Mr. R. C. Feathers-tonaugh.

Part XIV

October 9th, 1918, (Cont'd.)

At about this time, a message was received that 'C' Squadron now the right rear, was being counter attacked. The Commanding Officer decided to attack the final objective with 'A' and 'B' Squadrons. Three troops of 'B' Squadron (Capt. T. Moss) were ordered to take up a dismounted position and bring fire to bear on the Germans, who could be seen advancing from the high ground about Le Cateau, whilst 'A' Squadron was dispatched to make a mounted attack on a farm, which could be seen in the German position to the left front.

The Guns

Just as this decision had been reached, General Patterson arrived and talked with the Commanding Officer. A moment later Capt. MacPherson of the R.C.H. A. rode up to the Adjutant of the R.C.D. and asked if his battery could be of help. The situation was rapidly sketched for him, and it was pointed out that a few shells dropped in and around the farm and across the German position to the Regiment's front, would be of the greatest value, particularly if the fire could be

opened before 'A' Squadron reached the farm. It was also pointed out that it was the intention to attack frontally with 'B' Squadron mounted, as soon as 'A' Squadron was in the farm. Shells on the enemy front facing 'B' Squadron, before and as long as possible during 'B' Squadron's attack, would be most helpful.

Captain MacPherson then galloped away, and in a few moments, with his battery thundering behind him, galloped up the gentle grassy slope, halted, and swung the guns into action front. Almost before the horses were clear of the guns, the first shells were bursting among the enemy. To the great regret of all ranks of the Royal Canadian Dragoons, Capt. MacPherson was killed next day.

Death of Lieut.-Col. C. T. Van Straubenzee

When the guns had opened fire, the Colonel decided to launch 'B' Squadron to the attack, and to leave word for 'C' Squadron to join the attack as soon as it could be withdrawn from Reumont.

'B' Squadron mounted for the attack, in which Col. Van Straubenzee prepared to take part, but as he walked to his horse, from a point where he had been reconnoitering, an enemy shell burst at his side, killing him almost instantly. The Adjutant Lieut. T. A. James, was walking with the Commanding Officer, and was dangerously wounded by the shell, which struck between them.

Following the death of Lieut.-Col. Van Straubenzee and the grievous wounding of Lieut. James Major T. R. G. Newcomen, M.C., assumed command and received instructions to get in touch with Lord Strathcona's Horse at Troisvelles and to reach the objective by an encircling movement via Rambourlieux Farm. This was accomplished. Outposts were established, and patrols covered the Montay-Neuvilly road as far as the Lord Strathcona's Horse on the left. There was heavy shelling in the night, but no further casualties to personnel.

October 10th to 12th 1918

The Canadian Cavalry Brigade was relieved by the 7th Cavalry

Brigade at daylight on October 10th and marched back to Troisvelles, later proceeding to Montigny, where the Royal Canadian Dragoons spent the 11th and 12th. Lieut. Tallman was admitted to hospital on the 12th and evacuated to No. 8 General Hospital at Rouen, where he died of pneumonia contracted during the operations in which the Regiment had just taken part.

Training and Routine at Bus

The regiment left Montigny on the 13th and marched West to Bantouzelle, proceeding on the 14th to Bus, where 'B' Eschelon rejoined and reinforcements and 41 remounts were received. The Regiment remained at Bus until November 6th, occupied with routine, cleaning up, and training.

There was an inspection by the Corps Commander on October 18th. Major D. B. Bowie, D.S.O., rejoined from the Staff College, on this date, but was taken ill and evacuated to hospital on the 26th. Lieut. Whitehead was appointed Adjutant on October 18th but was admitted to hospital on the 23rd when Lieut. F. Sawers, M. C. succeeded him. Major T. R. G. Newcomen, M.C., was appointed to command the Regiment on October 25th a date marked also by the arrival of Lieuts. Warren, Rheault and Williams as reinforcements. Meanwhile, on October 19th, Brigade Orders had announced the award of eleven Military Medals to R.C.D. other ranks.

November, 1918.

On November 6th the Regiment marched in a heavy rain to Barah, where the men billeted in the ruins of the village. Proceeding on the 7th the unit marched to Quincy one mile west of Douai and on the 8th to Martinsart, about six miles south of Lille where the men were accommodated in buildings.

On November 10th the march was continued, the Regiment again crossing the Belgian border and arriving at night, after a march of twelve hours, at the village of Peronnes, about five miles south-east of Tournai. The villagers welcomed the Regiment with open arms and the men

joined enthusiastically in their celebrations.

November 11, 1918

The Division marched at 8 a.m. with 'A' Squadron R.C.D. as left flank guard. The regiment, less 'A' Squadron, led the Canadian Cavalry Brigade. At 10.40 a.m., the Regiment was with the Canadian Cavalry Brigade at Tourpes, about ten miles east of Tournai. Here a halt was called.

Cease Fire sounded at 11 a.m. All ranks were overjoyed at news of the Armistice, but rather regretted that they were not in touch with the Germans at the time.

The Regiment moved about six miles to the South West to Haut-Trieux, and there spent the night.

The Move Towards The Frontier

On November 12th, 1918, the Regiment moved a short distance to the vicinity of Maubray. Here all horses were under cover. From the 13th to 16th preparations were made for the march to the German frontier. The dismounted party, Lieuts. A. J. Crerar, W. C. Proby and F. D. Sutherland, and 102 other ranks, rejoined from Clery on the 14th.

On the 17th, the march to the frontier began. On this day the Regiment, marching for nine and a half hours, covered thirty miles and arrived at Bois de Lessines, about twenty miles southwest of Brussels, at 5 p.m.

On the 18th, the unit marched to Rebecq-Rognon, midway between Mons and Brussels and twelve miles west of the field of Waterloo. Here the unit was warmly welcomed by the villagers and remained until early morning on the 21st when it marched to Wavre, about twelve miles southwest of Louvain.

Proceeding on November 22nd, the unit marched to the area Bonneffe—Ramillies Offus—Branchon about twenty seven miles west of Liege. The Regiment arrived in this area at 9 a.m. to find that the

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Germans had left earlier in the morning.

On the 23rd, Lieut. R. G. Myles with a party left to escort one German officer and 20 other ranks over the frontier. 'B' Squadron placed a guard over the German stores at Ramillies-Offus, and the day was spent in cleaning up.

On the 24th, the Regiment marched a few miles westward H. Q. and 'B' Squadron to Pewez, 'A' and 'C' Squadrons to Mehaigne. The Regiment remained in this area, within six miles of Quatre Bras, until December 15th.

On November 26th, Gen. Plumer visited the Brigade area and notifications were received that only the 1st Cavalry Division and eleven infantry divisions were to go further forward. This decision had been imposed by the difficulty of getting up supplies. Parties were permitted to go to Brussels on certain days. The rations for November 30th did not arrive and iron rations were consumed on this day. Leave was reopened during this period.

On December 15th, the Regiment marched east to Lavoir. On the 16th the march was continued to Ramet, in the valley of the Meuse, near the river and about five miles south-west of Liege. The Regiment remained at Ramet until March 2nd, 1919.

January 1919

The Sergeants saw the New Year in with a dance at Ramet. During January the horses were classified and leave was granted. On January 30th, Lieut. Proby and 27 other ranks, Royal North West Mounted Police, who had formed part of the Regiment, proceeded to the Canadian General Base Depot and were struck off the Regimental strength.

February 1919

On February 1st, General Sir Arthur W. Currie, the Canadian Corps Commander, lectured on demobilization. One squadron was ordered to be held in readiness to join a composite brigade in the event of troops being required to move against the enemy, or in aid of the civil power.

Address by Major-General A. E. W. Harman

On February 28th, the Regiment

was addressed by Major-General A. E. W. Harman, C.B., D.S.O., G.O.C. 3rd Cavalry Division who said that he wished to thank all ranks for the loyal work they had done whilst in this division. He regretted that Lieut. Col. Van Straubenzee had not been spared to see the triumphant end of the war. He read a letter from Gen. MacAndrew, Commanding the 5th Cavalry Division, congratulating when the Canadian Cavalry Brigade had been transferred to his command and saying: "You will find them a true, loyal, hard working, and hard fighting lot; anything you ask them, rest assured they will do, or at least do their utmost to carry out the task." General Harman then added: "All that General MacAndrew said in the letter has proved true time and time again. He wished the Regiment good luck and God-speed, and said that all ranks "Could go home satisfied that they had done their duty in helping to beat the Boche."

Address By Lieut.-General Sir Charles Kavanagh

Lieut.-General Sir C. T. McM. Kavanagh, K.C.B., K.C.M.G., C.V.O., D.S.O., Cavalry Corps Commander, addressed the officers of the Regiment and said that he would not waste words, but wished to pay the unit the highest compliment he had paid any Regiment, and to say that it had tackled every position put to it, fearlessly without hesitation, and with determination of seeing it through. Speaking as the representative of the English Cavalry, he said it was impossible to estimate the value gained by the fact of the Canadian Cavalry and English Cavalry having worked together. Both had learned to appreciate and understand the other, and the spirit shown by the Canadian Cavalry was something that their English comrades would long remember.

March, 1919

Soon after the addresses by Major-General Harman and Lt. Gen. Sir Charles Kavanagh, the Regiment left Ramet and marched to the Canadian Corps area, the Regimental area being Beez and

Marche les Dames. The Cavalry Corps Commander inspected the Brigade on the line of march, shook hands with fifty of the senior members of the Regiment and wished all good luck and a speedy return home.

The Regiment paraded mounted at Beez on March 3rd for a photograph. On the same date, 20 light draught horses were handed over to the Belgian Government, and in the days that followed preparations were made for a return to Canada and demobilization.

Lieut.-Col. T. R. G. Newcomen, M.C. proceeded to Amiens on March 6th to arrange for the erection of a memorial tablet to the fallen of the Regiment in Amiens Cathedral.

Memorial Tablet—Amiens Cathedral

Amiens Cathedral, perhaps the finest specimen of Gothic art in France, was commenced in A.D. 1220 and particularly completed in A.D. 1288.

On April 12th 1919, with solemn ceremony, the Bishop of Amiens presided over a distinguished French, British and Canadian gathering and affixed a tablet commemorative of the sacrifices and achievements of the Royal Canadian Dragoons to one of the pillars of the Transept, near the entrance of the Golden Virgin.

The following extracts are from the notes used by the Bishop of Amiens in the preparation of his address.

"On the eve of its departure from France, it is the wish of this Regiment to leave with us a memorial of the heroic feats performed at the gate of Amiens.

Permission to erect the memorial was willingly granted, but it was necessary that the approval of the Minister of Fine Arts of France should be obtained, as to the form the memorial would take, so that it might be in harmony with the Cathedral. The negotiations were rapidly completed and we are here today to consecrate by a solemn benediction the official affixing of this marble, the guardmanship of which is entrusted to us.

The glory the Regiment has

gained on the field of battle, by its utter contempt of death and its heroic courage gives it the right to write its long and noble war history.

It fell to the Royal Canadian Dragoons to manifest its high fighting quality in helping to save the city of Amiens from German invasion. It was near our home that the Regiment fought and we apply to it the words of our text. 'It has increased the glory of his Nation and its remembrance will be eternal benediction.'

Gentlemen, with the affixing to this stone of the name of your Regiment and its glorious achievements you have very legitimate claims to have worked for the glory of our Cathedral, which has braved so many centuries and so many wars, and will face others yet.

It remains young, despite its years, and in entrusting the noble memories of your Regiment to its solidity, as well as to its beauty, you have worked well for your immortality.

Your regiment, Gentlemen, I will say in applying the words of the book of Maccabees, has increased the glory of the Canadian people, and, because it has very well served the honour of your country, it will be blessed during the coming centuries.

To be continued

They Were Like That

The wounded were being brought in from the second Marne battle. A fussy-looking woman in a khaki uniform and Sam Browne belt, knelt over a stretcher and said: "Is this an officer, or only a man?"

The brawny corporal who stood beside the stretcher gave her a grim laugh and said: 'Well lady, he ain't no officer, but he's been hit twice in the innards both legs busted, he's got two bullets in both arms, and we dropped him three times without his letting out a squeak, so I guess ye can call him a man.'

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The Breeding of Light Horses.

By Lieutenant-Colonel R. S.
Timmis, D.S.O., The Royal
Canadian Dragoons

Part II

Joints and other bones that give attachment to muscles, tendons and ligaments must be large and strong. The longer and thinner the muscles, the better for pace and quick action; the shorter and heavier, the better for strength. The horse should have a sound nervous temperament, which signifies a bold, willing, kind and enduring worker.

The harness horse must have good straight action, carry his head well, have clean cut limbs, round plump body and generally straighter in the shoulder. The riding horse must go well at the walk, trot and canter; limbs must not toe in or out; action must be free and straight and he must be sure-footed and impetuous.

The head must have good width between the eyes and ears, for brain capacity. Wide at the jaw to allow for a good larynx. Nostrils wide and prominent. Line down the face straight and not dished or convex. Mouth small; lips thin, firm and small. Eye open, intelligent, large, full and clear, prominent and mild. Ears smallish, thin and well set on, should be firm and when pricked not closer at tip than at base. Jaws neither parrot mouthed nor undershot. Neck broad at base, and light and tapering at head. Normal carriage of face, 60 degrees. Crest firm to the grasp, Windpipe large and prominent. A long rein for the riding horse. Withers high, prominent and not too meaty, but well muscled. Shoulder blade broad and oblique (angle of 60 degrees), going well back at the withers into the back. The arm (Humerus) short and more upright than the shoulder blade. Forearms long compared with cannon and well muscled. Point of elbow strong, prominent and directly behind the joint and well clear of the body. Knee large, broad, deep, prominent and straight. Cannon short and strong.

Tendons and suspensory ligament large and well set back; hard and firm to the grasp. Should measure 8 in. below the knee. The hind cannon larger and longer than the fore. Fetlock free from puffiness clearly defined and fairly large, broad and strong. The sesamoid bones at the back prominent. Pastern at a slope of 45 degrees strong and of medium length. A good pastern is essential for the riding horse. Foot of good size and they must be in pairs, horn sound, good open frog, sole and bars, sole concave. Foot carried well up off the ground at each step and placed flat on ground, heels touching first Chest deep and fairly broad at breast which must be well muscled. Elbows well separated from chest, legs extending straight down. Girth should measure 72 inches. Girth groove under chest well back. Large volume in crest necessary for good lungs and heart. Ribs well rounded (flat-sided horses have no stamina) broad and close together, and extend well back towards point of hip. Back ribs well down to give fullness to the belly. Back short and strong, broad and straight. Length under body greater than at top. Loins short and well muscled; very strong for hunters. Flank short and full. Belly full and not tucked up. Croup long and muscular, with moderate slope; a good slope is best for jumping. Tail set on high, muscular and strong. Pelvis wide and well covered (most essential for jumper. A good jumper should be wider at the stifle than at hips. Stifles well clear of body in action. Sheath large, open and firm. Hind limb great length from hip joint to point of hock. Thigh fairly long and strong, angle of 80 degrees with ground. Muscles between the thighs (gracilis) very prominent. Leg (gaskin) long and let well down into hock, well muscled, angle of 65 degrees to 70 degrees. Hock (the human ankle) most important joint of body, clean, firm, prominent, wide and large, free from puffiness. Great depth from point to lower front edge, i.e. well let down, must have correct angle, neither sickle nor too straight. The male is wider in the chest and heavier in the shoulder. The mare is wider in

the pelvis and slightly longer in the barrel. The size of the horse depends on what he is required for. Hunters now are bred large:

Heavy-weights to carry 200 to 225 lbs. to hounds weigh 1200 to 1250 lbs.

Middle-weights to carry 175 to 200 lbs weight 1100 to 1200 lbs.

Light-weights to carry 150 to 175 lbs weigh 1050 to 1100 lbs.

For hacks, these weights can be considerably higher. Army troop horses weigh from 1000 to 1150 lbs and measure 15.1 to 15.2 hands when bought at 4 or 5 years, depending on their early care and feeding.

The horse's constitution must be considered; unless that is right he is a dear horse at any price. He must be sleek in appearance and covered with hard, firm flesh, crest and neck firm, coat supple and loose. Stand evenly on both fore feet and rest his hind legs alternately. Head on the alert, eyes full, open and bright. Ears pricking to and fro. Pulse 36 to 40, full and smooth. Breathing steady and 12 to the minute. Temperature 100 degrees F. Mucus membranes of eyelids and nostrils salmon pink. Bowels moved regularly, droppings soft, well formed moderately brittle firm and free from odour, slime and dark colour. Urine passed several times a day, cloudy and light yellow in colour.

To the unsoundness already mentioned we should also look for: splint curb, bog spavin, thoroughpin, windgalls, brushing, speedy-cut, over-reach sandcrack, cracked heels (grease), fistulous withers, poll evil, girth galls, capped elbow and hock, wasting of shoulder, founder, chronic laminitis, sprung hock, parrot and undershot mouth.

When examining a horse allow no whips, shouting or any forms of excitement. Such practices are used by dealers to distract from defects. The action must be carefully watched from the side and from behind and in front at the walk and trot. The limbs must be carried well clear of one another and swing perfectly true and straight; the extremities turning neither in or out. Wind and eyes must be examined and the horse must be free from any lameness or

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untrue action. The feet are most important. A great deal of lameness is produced by neglect of the feet and bad shoeing. The attempt to keep a lame horse on his feet (i.e. keep him at work) has ruined many good horses.

The ignorance displayed by many farriers in their lack of knowledge of anatomy and the functions of the healthy foot is responsible for a vast amount of lameness and a terrific financial loss every year to the horse industry. The way feet are mutilated and the way they are fitted to the shoe, instead of the shoe to the foot, causes divers diseases and lames countless horses. The average civilian farrier has much to learn.

Hereditary unsoundness does not infer that a disease is born in the foal, it infers that the offspring has developed weakness in those organs or limbs diseased in the parent, which weakness predisposes that offspring to the disease in after life. Spavin, bog spavin, curb, thoroughpin, stringhalt, ring-

bone, sidebone, navicular disease, periodic ophthalmia and roaring are all recognized as being transmissible from parent to offspring in this manner.

If the subject of breeding is carefully studied and taken as a serious scientific industry, there is no reason why big profits should not be made out of light-horse breeding. The prices paid for good hunters today are very high—up to five thousand dollars. Yet how much of this big figure does the breeder generally realize? It is the middleman, the dealer, that makes the big profit and only after a very few weeks "breaking". If breeders got their horses into better condition and had them more presentable to the buyer, and got some knowledge of early handling and training, they would sell their horses for from five to ten times the present prices. Those that were not good enough to fetch fancy prices would find a ready market as army remounts. The prices paid now for the latter are not high enough to entice a farmer to

breed for the army, but if he breeds the type he will get much higher prices for many of his horses and the price he gets from the army for the rest will well repay his trouble and expense. Recent army manoeuvres have demonstrated that nothing has been discovered that can replace cavalry in war, not even in enclosed Europe.

The man who thinks the horse is doomed to extinction is not even original; our ancestors declared the same thing when steam was first utilized, and no sane person would let this matter cause serious mental anxiety, so let us go on breeding, but breed only the best.

It is very detrimental to the progress and economical state of the horse-breeding industry if cruelty in any form is permitted. I have referred to the cruelty and loss due to ignorance of the science of horsemanship at the beginning of this article. But there are other forms of cruelty, which, in a civilized and

professed Christian country, are most undesirable. Wanton cruelty practised, or permitted by educated people, should be exterminated by law and by public opinion. Much cruelty is due to inferior horsemanship (as distinct from horsemastership), and a very wrong conception of one's own skill. One sees this type of cruelty very commonly in connection with horse-shows. No one will doubt the amount of good that horse-shows have done in the past to the breeding industry, but no one, who has had much experience of horse shows, can deny terrible amount of cruelty they are responsible for. It is an unfortunate fact that both wanton cruelty, and cruelty in connection with schooling for jumping, etc., by the lesser skilled, seems to be much on the increase. The modern horse-show attracts many competitors who are not real horse-lovers at all, but are drawn either by the craze for social prominence or the desire, due to vanity, to "show off" before the public. These people

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often have few scruples as regards the training, preparation and treatment of their horses. It is to be regretted.

Nam ego illum periisse duco,
cui quidem periit pudor.

The End.

The Third The King's Own Hussars.

By Maurice Hill

(Member of the Society for
Army Historical Research.)

After the conclusion of the Boer War, the 3rd K.O. Hussars served in South Africa and India until December 1911, when the regiment returned home, and was stationed at Shorncliffe until the outbreak of the Great War. In 1915 authority was given for all ranks to wear a scarlet forage cap (to match the scarlet collar which distinguished the full dress tunics of the Third from those of all other Hussar regiments.)

The regiment left Shorncliffe for France ten days after the declaration of war between Great Britain and Germany. The 3rd Hussars were in the 4th Cavalry Brigade, along with the Composite Regiment of Household Cavalry, and the 6th Dragoon Guards (Carabiniers.)

Like the rest of the Cavalry, the 3rd Hussars had their full share of rearguard duty during the retreat from Mons; of which Sir John wrote in his book '1914' "The cavalry, under Allenby's skillful direction, was effectively holding off the enemy's pursuit. By a curious coincidence, on one occasion the 3rd Hussars of England were in action against the 3rd Hussars of Germany—the latter being the famous red coated "Ziethen Hussars" one of the crack regiments of the old imperial German Army.

The 3rd King's Own Hussars had early experience of poison gas warfare during the 2nd battle of Ypres, when Regimental Sergeant Major H. Smith, won the Distinguished Conduct Medal "for his exertions and gallant example." The regiment was also

employed on the Somme in 1916, and in the battle of Arras, in those snowy Easter days of April 1917, when horses died in the ranks from sheer cold and exhaustion.

In July 1917 a soldier of the Third was awarded the Military Medal for an act of great bravery, which is recorded as follows:

"No. 8039. Private Fred Garnet Ward. At 1 a.m. on the 22nd June, while on duty in a listening post, a very violent barrage was put down by the enemy between this post and his squadron. Ten minutes later he saw enemy advancing in open order across his front, threatening the rear of another post to his right front. He immediately went back through his own wire, and through the very close barrage to inform his squadron leader at the squadron post which was being heavily shelled at the time. It was a very dark night, and he not only courted almost certain death by going through the barrage, but also ran a great risk of being shot by the men in the post. He showed great gallantry and devotion to duty."

The regiment was heavily engaged during the big German offensive of March and April 1918, a notable event of the period being the recapture of Rifle Wood by the Third and the Oxfordshire Hussars. Although mown down by rifle and machine gun fire, the Third and their Yeomanry comrades drove the enemy out of his position and held on to the captured wood in spite of all efforts to dislodge them, including a visitation of low flying aeroplanes, who machine-gunned our troops from above, after counter-attacks had failed.

In September and October 1918, squadrons of the Third were attached to the 37th, 42nd and New Zealand Divisions during the operations which resulted in the breaking of the Hindenburg Line. On the night of 17th/18th October 'A' Squadron was billeted in Caudry. The enemy had recently been driven from this place and he vented his spleen by shelling the town. A direct hit on a shed used as a stable killed 18 horses and wounded 5; fortunately the men of the stable picket escaped with only one casualty

(wounded). In a very short time the shed was "besieged by a large crowd of the townsfolk—men, women and children—piteously asking for the dead horses, as they had not tasted meat for very many days!" An interesting sidelight on one of the many sad phases of the Great War—the suffering and privations endured by the civilian population in areas occupied by the many.

In the final days of the war, a force "to take up the pursuit of the enemy" was organized, consisting of the 3rd King's Own Hussars, 4th Corps Cyclist Bn., Army Cyclist Corps, and one battery R.H.A. the force being commanded by Lieut. Col. Willecox 3rd Hussars. On the day before the Armistice the 3rd Hussars rejoined the 4th Cavalry Brigade. The last day of hostilities, 11th November 1918, found the Third at Hautmont, the very same place where they had detrained to commence their march to Mons on 19th August 1914. After the Armistice the regiment marched to the Rhine, returning home to England about a year later. The Regimental War Memorial consists of a gong, with the crest and Battle Honours on one side, and the inscription "In Proud memory of all 3rd Hussars who were killed in action during the Great War, 1914/18, together with the names of the fallen, on the other side.

In October, 1921, the regiment embarked for Constantinople. The Third were in Turkey during the Turco-Greek War being on outpost duty during the "Chanak" difficulties when the diplomacy of General Harington and the splendid discipline and orderly conduct of the British troops prevented what might well have been the outbreak of another European War.

In August 1923 the regiment moved to Egypt leaving for India in October 1927, from whence the regiment came home to York two years ago.

No account of the Third King's Own Hussars could claim to be complete if it omitted to mention the regimental drum-horse 'Marry', a present from the Queen and a veteran of several years foreign service. At Dettingen the

Third captured a pair of silver kettle drums, and as a mark of distinction, King George II ordered that the regiment should have an extra drummer and drum horse, over and above the usual establishment. The regiment still has an extra sergeant as drummer, who wears a silver collar, presented in 1772 by the wife of Lt. Gen. Sir Charles Fitzroy (afterwards Lord Southampton) who was Colonel of the regiment at that time. The drums of the 3rd are not covered by drum-banners as are those of other Hussar regiments, and they are always escorted by two troopers with drawn swords, whenever they are brought on parade.

R. MAURICE HILL.

IT WAS EVER THUS

Dear Sir:—I got your letter about what I owe you. Now be patient. I ain't forgot you. Please wait. When some fools pay me I pay you, if this was judgment day and you was no more prepared to meet your Master as I am to meet your account, you sure would have to go to hell. Trusting you will do this, I am yours truly:—A Vacant.

Good for a Laugh

A North County soldier lay badly wounded in a London hospital and the nurse volunteered to write a letter home for him.

"Just tell me what to say," she said, "and I will send it to your wife. Shall I start with 'My dear wife'?"

"Aye," replied the soldier, "put that down. It'll make her laugh, anyway."

The young man wrenched open the door of the English railway carriage, tumbled inside, and collapsed on the seat, gasping for breath, as the train was moving out of the station.

The rather obvious retired "colonel" in the opposite corner grunted.

"When I was your age, my lad" he disapproved, "I could sprint down a platform and catch a train without turning a hair."

"But I—missed—this—at the—last station," panted the young man.

"His Two Horses."

(By kind permission of the Ladies Home Journal (Curtis Publishing Company) Philadelphia.)

(The author served in the Field Artillery of the 1st Canadian Division; he heard one day, one of his drivers say that should he "go west" he would like to take his horses with him. A few days later the driver and both his horses were killed by a shell. Consequently Lieut. Parr buried the driver with one horse on each side of him, and they now lie sleeping in the Ypres Salient.)

O Lord! To Thee I want to make my prayer;
My soul is troubled sore from day to day.
I've never had the chance to know Thee, Lord—
Nobody ever taught me how to pray.
So if my prayer is not as it should be.
Is not as padre prays on church parade,
Please pardon me: forgive what I've forgot,
For at Thy feet my naked soul is laid.

If in the roster kept by Thee above,
My name is next to cease this life fatigue
And I must fall in with my fallen pals,
A clean life's page behind I want to leave.
Grant that I die where bursting shrapnel sings,
My team upon a gallop towards the foe,
And when my soul at last reports to Thee
Please, let me take my horses where I go.

If it is true what our old padre says,
That there are horses in the land above,
Are there not some spare stalls to hold my two—
My black, my brown, the horses that I love?
They're only common field-artillery plugs,
As I am just a common soldier man;

We fought and starved together side by side—
I'd like to take them with me if I can.

I know my sadd'e black is pretty mean,
And kicks and bites at everyone but me;
Still when I'm with him he is always good—
Just let me bring him up for You to see.
He'd be ill-treated if I left him here,
Be kicked and cursed and starved until he died.
Please, can't I ride him through the Golden Streets.
The gentle old brown off-horse at his side?

They've carried me on many a weary ride,
They've been my pals, my everlasting joy,
I've nursed them both when they were sick,
And kept their harness burnished like a toy;
I've gone with them into the jaws of death,
Gunners and drivers killed on every trip;
Their panting hides have dripped with mud and sweat—
My horses needed neither spurs or whip.

O Lord, if heaven has no stable room—
With greatest reverence this I'd like to tell—
And if the fiery regions have some stalls
Then let me ride my horses down in hell!
And when the grand, great, final roll-call comes,
To be the first upon parade we'll try;
O Lord of all, please grant my only prayer—
To take my horses with me when I die.

Wm. H. Parr,

September 1919.

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We would ask our readers whose Subscriptions are running out and who have received notice thereof to please renew them as soon as possible so that not a single issue may be missed.

HOSS TRADIN'

By B. F. Sylvester

(Courtesy Saturday Evening Post.)

Part I

A Road Trader and Outfit. About 1900. An old Trader Would Say the Horse Hitched Single Was Sorefooted, and That the Two Mules at the Left Were "Moss-Heads," Very Old.

In this horseless age there are still some 17,000,000 horses and mules in this country, but the last horse trader is being stuffed for a museum. The horse hasn't changed, nor the man, but the times have.

I sing of the road trader, in whom horse trading reached its apogee. Road trading was a vast unorganized commerce grounded in the peculiar economics that often made a poor horse more valuable—to the trader—than a sound one. Most anyone could swap horses, but the road trader was an artist. The touch of the master was to trade and then to get back the twenty dollar snide to use again and again. A snide was a good-looking horse with a hole in him—that is, one with one or more major disabilities.


Worthless as an animal, he was invaluable as a pawn, his loss a blow to the owner. Men made a sideline business of supplying snides to traders, a topsy-turvy traffic in which the buyer made the seller prove that the horse was no good. A balker would be hitched and every trick exhausted to make it pull. A bull windy must be demonstrated to be a collapser, not now and then, but always. Some horses got the idea and would drop at the tug of a halter.

Hitting the Horse Trail


The range of the road trader was the Missouri Valley. It is no disrespect to New England and New York State to say that there were men who would have turned David Harum over to their herd boys for practice. There were

horse dealers and horse swappers everywhere, even good traders in a minor league way, but the man who made a route from St. Joseph to the Canadian line and back each year could be said to have had the benefits of travel.

The Missouri Valley road trader began his season toward the first of May, when there was grass for the animals and reasonable warmth in the air. Then, for forty years or so before the Model T, there was a stir in the covered wagon camps from Yankton, South Dakota, to Kansas City, the greatest concentration in the river towns. Harry Wright remembers counting forty-three top wagons in Crow's Pasture as he set out from Council Bluffs in the spring of 1892. Wagon boxes that had been banked with earth in or adjoining feed lots were lifted back onto running gears. To the harder families who had lived all winter in the wagon as it stoid, departure was as simple as hitching the team and calling in the dogs. Some rented houses, but few put on airs because of it; next year they might be out in the feed lot



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with the others. The man went ahead in a spring buggy. After him toiled the jolting top wagon driven by wife or older child. There followed five to twenty snides, some led, the others kept moving by a boy on a pony.

As to the trader's code, there are two schools of opinion, both agreeing that the first law was to get something to boot. One holds that he was ruled by expediency and caveat emptor at all times, the other that he would be honest with honest men.

It was pretty generally understood, though, that there were no honest men when trading horses. As a rule, if a trader said his horse was sound and had no bad

habits, it was the truth, but were you sure that he said it, or did you get the impression that he had said it?

Ed Hilliker was the most celebrated of Western traders. His word was good. The man who said, "Ed, pick me out a team," was dealing with the Bank of England but most of Hilliker's customers approached him with something to be got rid of. Then it was a horse trade. Ed had a bleeder mule worth his weight, if not in gold, at least in silver. The mule was hauled from camp to camp in a wagon, but once in camp, would be hitched with a horse. As every horse swapper sought matched teams, Hilliker's misfits were the

signal for a trade. If he could get a modest boot, Hilliker didn't mind what sort of snide he got in exchange for his mule, knowing that the mule would never get more than 100 yards away; that was as far as the bleeder could travel under his own steam.

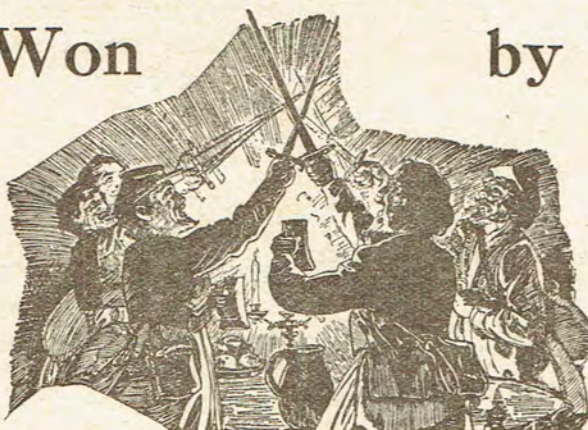
Hilliker had another jewel, a big sorrel that couldn't be led to water or anywhere else. But where the trader's wagon led, the sorrel would follow without halter or tie rope, on the understanding that it was of his own free will. This self-respect was much admired by other traders to whom Ed would let the sorrell out on a percentage basis. One season his share was \$200.

Hilliker was six feet, two and a half inches tall and weighed 285 pounds. He could hold a wild horse. When his first automobile failed to stop at his, "Whoa! Whoa!" he pulled off the steering wheel. He broke the critter. On one hand in his later days he wore a four and a half carat diamond, on the other a gold ring with the Lord's Prayer engraved upon it.

(To be continued)

A Reputation Won

by Being Better



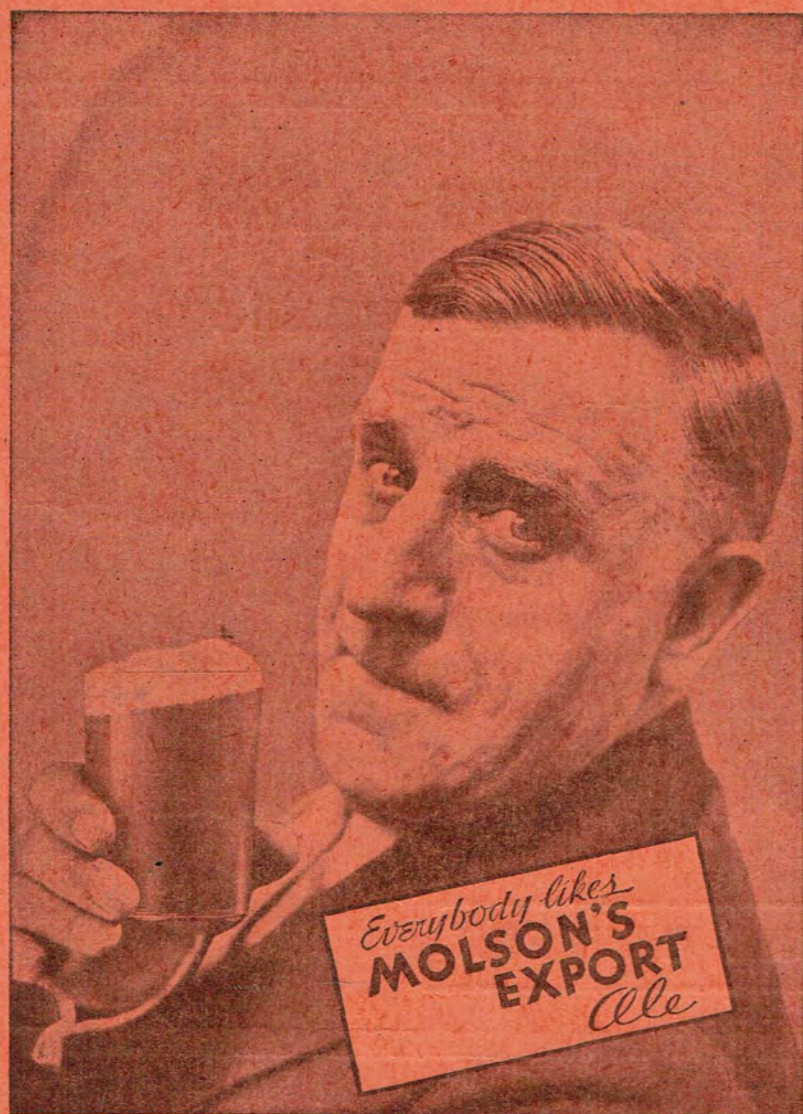
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